EXHIBIT G

California State Lands Commission Presurvey Notice Requirements for Permittees to Conduct Geophysical Survey Activities

All parts of the Presurvey Notice must be adequately filled out and submitted to the CSLC staff a minimum of twenty-one (21) calendar days prior to the proposed survey date to ensure adequate review and approval time for CSLC staff. Note that one or more of the items may require the Permittee to plan well in advance in order to obtain the necessary documentation prior to the Notice due date (e.g., permits from other State or Federal entities).

Please use the boxes below to verify that all the required documents are included in the Presurvey Notice. If "No" is checked for any item, please provide an explanation in the space provided. If additional space is needed, please attach separate pages.

Yes	No	
☒	☐	Geophysical Survey Permit Exhibit F
☒	☐	Survey Location (including a full-sized navigation chart and GPS coordinates for each proposed track line and turning point) Explanation: attached and shapefile included in zip file
☐	☒	Permit(s) or Authorization from other Federal or State agencies (if applicable) Explanation: n/a
☒	☐	21-Day Written Notice of Survey Operations to Statewide Geophysical Coordinator/ (email notice is attached, though expedited approval requested)
☒	☐	U.S. Coast Guard Local Notice to Mariners/
☒	☐	Harbormaster and Dive Shop Notifications Explanation: email notice is included
☐	☒	Marine Wildlife Contingency Plan Explanation: provided on file already
☐	☒	Oil Spill Contingency Plan Explanation: provided on file already
☐	☒	Verification of California Air Resources Board's Tier 2-Certified Engine Requirement Explanation: n/a - vessel uses outboard 4-stroke gas engines
☒	☐	Verification of Equipment Service and/or Maintenance (must verify sound output) Explanation: inspection form included
☐	☒	Permit(s) or Authorization from California Department of Fish and Wildlife for surveys in or affecting Marine Protected Area(s) (if applicable) Explanation: not applicable

NOTE: CSLC staff will also require verification that current biological information was obtained and transmitted as outlined in Section 5 of this permit.

EXHIBIT F

PRESURVEY NOTIFICATION FORM

Applicant/Permittee's Mailing Address

CLE Engineering
10 Commercial Boulevard, #100
Novato, CA 94949

Date: July 10, 2018

Jurisdiction: Federal _____ State x Both ____

If State: Permit #PRC 9438

Region: I

Area: L.A. (Pacific Palisades)

GEOPHYSICAL SURVEY PERMIT

Check one: x New survey _____ Time extension of a previous survey

CLE Engineering (Applicant/Permittee) will conduct a geophysical survey offshore California in the survey area outlined on the accompanying navigation chart segment. If you foresee potential interference with commercial fishing or other activities, please contact the person(s) listed below:

FEDERAL WATERS (outside 3 nautical miles)

1) Applicant's representative
2) Federal representative (e.g., Bureau of Ocean Energy Management [BOEM] or National Science Foundation [NSF])

NOTE: Any comments regarding potential conflicts in Federal waters must be received by the Applicant's Representative and lead Federal agency within ten (10) days of the receipt of this notice.

STATE WATERS (Inside 3 nautical miles)

1) Permittee's representative
2) CSLC representative

NOTE: Any comments regarding potential conflicts in State waters should be received as soon as possible by the Permittee's representative, no more than fifteen (15) days after the receipt of this notice.

1. Expected Date of Operation July 17 - July 19, 2018
2. Hours of Operation Sunrise to sunset
3. Vessel Name R/V Orion
4. Vessel Official Number CF 2250 TT
5. Vessel Radio Call Sign N/A - no longer required by Fed
6. Vessel Captain's Name Kyle Berger
7. Vessel will monitor Radio Channel(s) VHF 16
8. Vessel Navigation System Differential GPS

9. Equipment to be used Multibeam sonar (Reson T50)

   a. Frequency (Hz, kHz) 400 kHz

   b. Source level (dB re 1 μPa at 1 meter (m) [root mean square (rms)]) 200 dB

   c. Number of beams, across track beamwidth, and along track beamwidth

   512 beams, 0.5 deg across, 0.5 deg along

   d. Pulse rate and length rate is 30 pings/sec; length is 100 microseconds

   e. Rise time n/a

   f. Estimated distances to the 190 dB, 180 dB, and 160 dB re 1 μPa (rms) isopleths

   400 kHz: 190dB ~ 16m; 180dB ~ 33m; 160dB ~ 75m

   g. Deployment depth 1 meter below waterline

   h. Tow speed n/a - not towed. Attached to vessel. (Ship speed 3 - 4 knots)

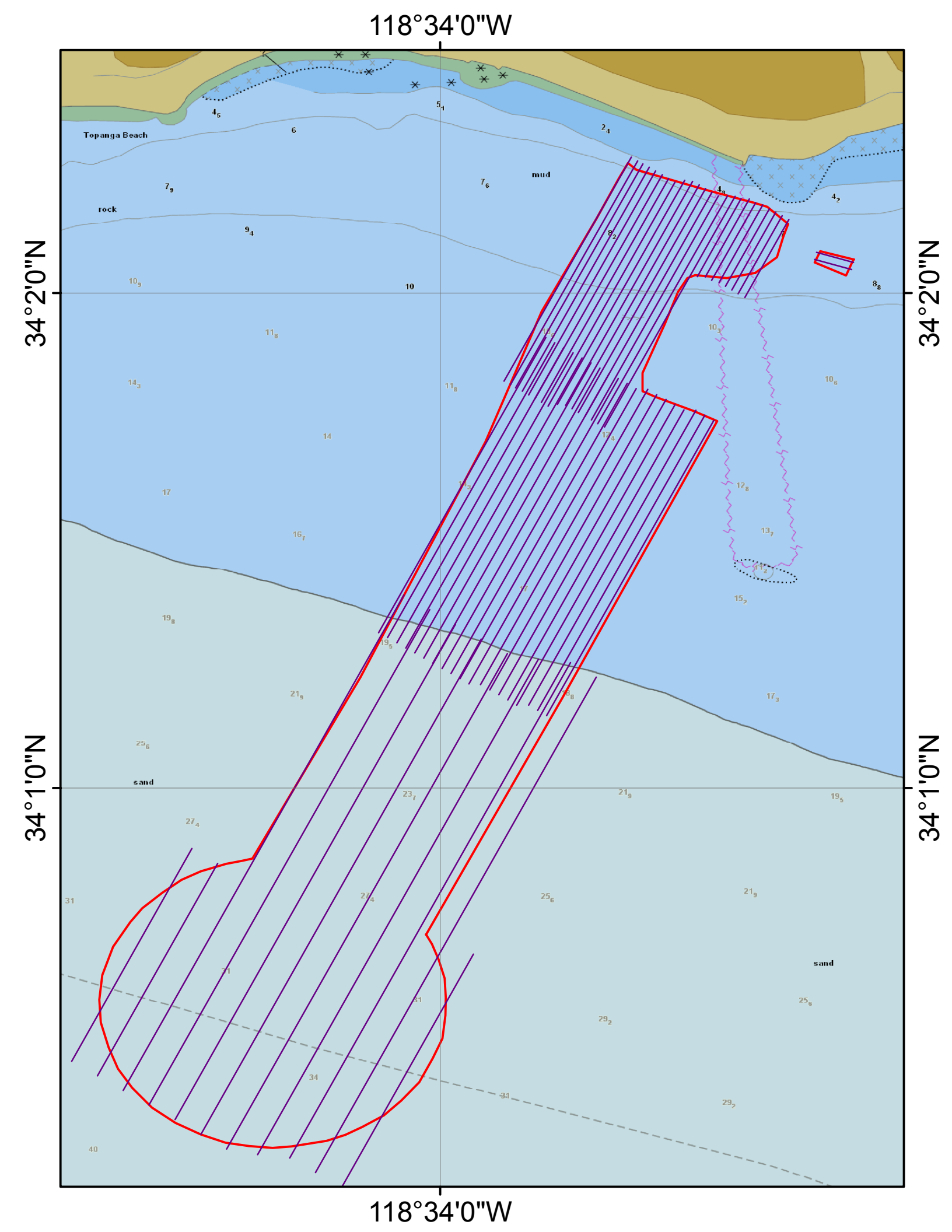
   i. Approximate length of cable tow n/a - no tow

Applicant's Representative:
Chris Esposito
CLE Engineering
10 Commercial Blvd, #100
Novato, CA 94949
(858) 212-8121

California State Lands Representative
Richard B. Greenwood
Statewide Geophysical Coordinator
200 Oceangate, 12th Floor
Long Beach, CA 90802-4331
(562) 590-5201

BOEM Representative
Joan Barminski
Regional Supervisor
Office of Strategic Resources
770 Paseo Camarillo
Camarillo, CA 93010
(805) 389-7585

Other Federal Representative (if not BOEM):


118°34'0"W
34°2'0"N
34°1'0"N
Topanga Beach
rock
mud
sand
sand
118°34'0"W

Marine Wildlife Guidelines During Sonar Surveys

cleengineering

Introduction

The Marine Wildlife Guidelines (MWG) is intended to serve as a guide to survey operations to avoid significant impacts to marine wildlife that may occur during a sonar survey. This plan is prefaced by a brief description of the project and the regulatory basis for marine wildlife protection followed by: The species likely to be present during the survey and the special status species of concern;

• A proposed operational plan for the company performing the survey, CLE Engineering (CLE), to exercise caution while marine wildlife is present; and

• The procedure to follow should a collision occur between the survey vessel and marine wildlife.

Relevant Regulations

The Endangered Species Act of 1973 attempts to protect species that are correctly in danger or soon likely to be in danger of extinction. The act is implemented by the National Marine Fishers (NMFS), the National Oceanic and Atmospheric Administration (NOAA) and the United States Fish and Wildlife Service (USFWS).

The Marine Mammal Protection Act (MMPA) define harassment as "any act of pursuit, torment, or annoyance which has the potential" to: (A) "injure a marine mammal or marine mammal stock in the wild", or (B) "disturb a marine mammal or marine mammal stock in the wild by causing disruption of behavioral patterns including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering." Sections 101 and 102 of the MMPA prohibit intentional killing or harassment of marine mammals but allow incidental contact in the course of normal vessel operations. The NMFS is charged with implementing this act.

Survey Operations Protocols for Reducing Impacts to Endangered Marine Mammals

CLE Engineering survey project operations will utilize the following guidelines to limit impacts on any marine animals known to be within a survey footprint. All sonar gear owned and operated by CLE have an operating frequency greater than 200 kHz

1) The survey vessel will have personnel on board during operations that are NOAA-approved marine wildlife monitors. The monitors will have authority to influence the operation of the vessel regarding marine wildlife interaction.

2) Prior to survey operations, CLE will conduct research regarding the potential of encountering marine mammals within the project footprint. CLE will contact local whale-watching companies and agencies to acquire information regarding the the current composition and relative abundance of wildlife within the survey area.

3) The time of year will be considered as southbound whale migration on the West Coast occurs from December through February and northbound migration occurs May through August.

4) Maps of pinniped haul-out sites that might be within the survey footprint will be reviewed prior to the survey.

5) In addition to the certified MMO. All survey personnel will be expected to be consistently aware and alert to the presence of marine wildlife.

6) All sightings will be logged on the standard form included in this document.

7) There are numerous indications of the presence of marine wildlife and all crew members are responsible to look for these indicators:

a. Sounds - such as splashing, vocalizations (by animals and birds), and blowing (breathing).
b. Visual indications - birds aggregating, changes in water character such as areas of rippled water, white water caused by splashing, changes in color or shape of the ocean surface, spume, the disturbance of the normal sea view that can be caused by animals floating, rolling, diving, or leaping.
c. Smell - on occasion marine organisms can be associated with smell from breath or defecation.
d. Electronic observation - often the presence of schools of "bait fish" can be seen on some of the geophysical survey equipment. That presence, along with an increasing number of schools, can suggest that this area could possibly be associated with increased feeding activity of marine mammals and thereby suggest that increased awareness efforts should be undertaken.

8) "Underway Measures" to reduce the chance of marine wildlife impacts include:
a. Vessel Speed – Survey vessels transit at a relatively slow speed, generally between 3 – 4 knots, significantly slower than speeds maintained by marine mammals.
b. Soft Start Technique – This involves starting each piece of sonar equipment at the lowest decibel level and increasing the output in small increments during a 5 minute period without exceeding 6 dB during this period. This technique allows any marine mammal that might be present in the area time to vacate before the sonar reaches full power. The Marine Mammal Observer will monitor the safety zone during this time period. If the safety zone cannot be monitored, then the survey will not initiate. A shut-down (aka power-down) of the sonar equipment will commence if marine mammals are sighted within the safety zone, or about to enter the zone. A re-start (soft start) of the sonar equipment will only take place if the marine mammal observer can verify that the mammal(s) have left the area.
c. Distance - The survey vessel will not approach within 91 meters of a pinniped haul out site. For surveys within 300 meters of a haul-out site: (1) surveys shall be conducted in an expedited manner to minimize the potential for disturbances to pinnipeds on land, and (2) marine wildlife monitors shall monitor pinniped activity onshore as the vessel approaches, observing and reporting the number of pinnipeds potentially disturbed (e. g. flushing into the water).

9) Guidelines if marine mammals are spotted within the survey area are as follows:
a. Do not cross directly in front of a marine mammal
b. Maintain a distance from marine wildlife always
c. Do not maintain vessel speeds that are faster than observed wildlife.
d. If the observed wildlife engages in evasive or defensive action, the survey vessel will reduce speed or stop until the animal moves out of the area.
e. Fishing gear will be avoided if encountered.
f. The marine mammal observer has the authority to halt all survey activities if a large concentration of diving sea bird is observed in the immediate vicinity. In addition, during operations, if a marine mammal's or reptile's actions are observed to be irregular, the MWM shall have the authority to recommend that the geophysical equipment be shut down until the animal(s) moves further away from the sound source.
g. The lead Hydrographer, to the maximum extent possible, will utilize the shortest possible sonar pulse length and the lowest pulse rate.

Collision Reporting

In the event of a collision between the vessel and a marine mammal or reptile, the vessel operator will document the conditions under which the accident occurred. These conditions include:

• Vessel location (latitude, longitude) when the collision occurred;
• Date and time of collision;
• Speed and heading of the vessel at the time of collision;
• Observation conditions (e.g. wind speed and direction, swell height, visibility in miles or kilometers, and the presence of rain, fog) at the time of collision;
• Species of marine wildlife contacted (if known)
• Whether an observer was monitoring wildlife at the time of collision, and;
• Name of the vessel, owner/operator, and captain officer in charge of the vessel at the time of collision.

After a collision, the vessel shall stop, but will continue with operations if it is deemed that no further damage will result to the animal by doing so. The vessel is not obliged to stand by and may proceed after confirming that it will not further damage the animal by doing so. The vessel shall then communicate by radio or telephone all details to the vessel's base of operations. From the vessel's base of operations, a telephone call shall be placed to the Stranding Coordinator, NMFS, Southwest Region, Long Beach. Alternatively, the vessel captain may contact the NMFS Stranding Coordinator directly using a cell phone.

It is unlikely that the vessel will be asked to stand by until NMFS or California Department of Fish & Game (CDFG) personnel arrive, but this shall be determined by the Stranding Coordinator. Under the Marine Mammal Protection Act, the vessel operator is not allowed to aid injured marine wildlife or recover the carcass unless requested to do so by the NMFS Stranding Coordinator. Collisions with marine wildlife will be reported promptly to the NOAA Fisheries Stranding Coordinator. The Stranding Coordinator will then

coordinate subsequent action, including enlisting the aid of marine mammal rescue organizations, if appropriate.

Although the NOAA Fisheries has primary responsibility for marine mammals in both state and federal waters, CDFG should also be advised that an incident has occurred in state waters affecting a protected species. Reports should be communicated to the federal and state agencies listed below:

FEDERAL:
Justin Viezbicke
California Stranding Network Coordinator
National Marine Fisheries Service

STATE:
California Department of Fish & Game
Long Beach, CA 90802
(562) 590-5132

California State Lands Commission
Division of Environmental Planning and Management
Sacramento, CA 95825
(916) 574-1938
Slc.ogpp@slc.ca.gov

Preventative Measures

- All survey vessels are fueled while the vessel is on a trailer and out of the water.
- Maintain good housekeeping practices at all times.
- Monthly inspections of fuel and hydraulic oil conveyances.
- All personnel who may respond to any spill, need to be trained on the contents and procedures in this plan. Trained personnel will add their names and dates of training to the Training Log.
- Ensure all hydrocarbons are properly labeled.
- Store, dispense, and/or use hazardous substances in a way that prevents releases.

Measures Taken if a Spill Occurs

- The survey vessel and tow vehicle is equipped with a quick-response oil spill kit (*Type 156 Sorbent Pads*).
- The spill kit is placed within reach during fueling activities.
- In the event of a fuel spill, it will be immediately removed, reported and bagged for disposal at an appropriate hazardous waste facility.
- The same protocols will be used in the event of an oil spill.

- All spills will be reported to the Project Manager immediately, and the following protocols will be implemented:

  In the event of a large spill, a properly trained employee should:

  1) Assess the area for any immediate dangers to health or safety, if any dangers are present, move away from the area, **call 911**.
  2) Notify the Project Manager and then continue your spill response.
  3) Retrieve the spill kit from the closest location.
  4) Assess the size of the leak and any asses immediate threat in the area. If there is an immediate threat and there are no safety concerns, then attempt to block the spill from getting larger.
  5) If the spill can be contained with absorbent booms, deploy them around the spill. Use the booms to direct the spill away from any immediate hazards.
  6) Once the spill has been contained and any immediate threat to storm drains or permeable surfaces has been minimized, contact the spill cleanup contractor and dispatch them to clean up the spill or commence spill cleanup procedures.

Chris M. Castillo

curriculum vitae

Professional Experience

- 2014 | B.O.E.M. Certified Protected Species Observer
- 2012 - present | Cartographic consultant for International Commission on Stratigraphy
- 2010 - 2011 | Teaching Assistant for geophysics courses, CSU Long Beach
- 2008 - 2011 | Geophysics internship with CSU Long Beach
- Offshore Surveys
    - 2016, 2017 | Stanford DAS Array, Protected Species Observer, Acquisition Chief
    - 2016 | 16 day CHIRP and bathymetry survey, Nautilus NA-078, Protected Species Observer
    - 2016 | Dana Point Desalination Plant survey, Protected Species Observer/Navigator
    - 2016 | P.I.: 6-day MCS cruise, Santa-Cruz Catalina Fault Zone, Protected Species Observer
    - 2015 | P.I.: 4-day CHIRP/Coring expedition, Southern California Borderland, Protected Species Observer
    - 2014 | P.I.: 8-day marine seismic cruise, Southern California Borderland, Protected Species Observer
    - 2012 | Participant in Salton Trough Broadband experiment, passive seismic
    - 2010 | Participant in 3D seismic acquisition Norway and Svalbard, 10 days, R/V Jan Mayen
    - 2010 | Student participant M.C.S. in southern California, R/V Yellowfin
    - 2009 | Student participant in 2 active source surveys in Mojave

Honors & Awards

- 2013 | NSF Graduate Research Fellowship
- 2010 | Martin Van Couvering award recognizing excellence in Geoscience

Grants

- 2016 | SCEC Grant : Paleoseismology of the Santa Cruz - Catalina Fault, $22,000
- 2015 | SCEC Grant: Paleoseismology of the Long Point Fault, Santa Catalina Island, $21,000
- 2015 | GSA $1,875
- 2015 | AAPG $2,500
- 2014 | Conoco-Phillips Research Grant, $35,000
- 2014 | McGee-Levorsen Research Grant, $4,000
- 2011 | Subsea Systems Student Travel Grant, $2,500
- 2009, 2011 | Recipient of CSULB Provost's Student Summer Stipend Award: $2,000

Invited Talks

- 2016 | Los Angeles Basin Geological Society
- 2016 | Catalina Island Conservancy Annual Symposium
- 2014 | Humboldt State University departmental seminar: Quaternary Tectonics of Santa Catalina Island, 4-2-2014

Mentoring

- 2015 | Stanford EARTH Summer Undergraduate Research (SESUR) Intern: Radiometric dating of Corals recovered on 2015 coring expedition
- 2015 | Undergraduate Thesis Project: Seismic Interpretation, Catalina Island

Education

- 2012-2017 | Ph.D. in geophysics in progress, Stanford University
- 2011 | B.S. Geology *cum laude*. Cal State University, Long Beach
- 2007 | A.A. Philosophy, Goldenwest College

Publications

- 2016 | **Castillo, C.M**., Klemperer, S.L., Legg, M.R., Powell II, C.L., Ingle, J.C., Francis, R.D., Marine-Terrace Paleoseismology: Fault Slip Histories From Seismic "Fault-Trenching" With Improved Sequence-Stratigraphic Age Control, Southern California Continental Borderland. AGU Fall Meeting poster presentation #OS21A-1946
- 2016| Baden, C.W., Hilley, G.E., Johnstone, S.A., Sare, R.M., Aron, F., Young, H. **Castillo, C.M,** Shumaker, L., Nevitt, J.M., McHargue, T., Paull, C.K, Imaging fault scarps and fault zone evolution near an oceanic transform fault using high-resolution bathymetry. SCEC Annual Meeting Contribution # 7026
- 2016 | Legg, M.R., **Castillo, C.M**., Cormier, M.H., Brennan, M., Bell, K.C., Coleman, D., Goldfinger, C., Chaytor, J. Seafloor expression of active transpressional faulting offshore Southern California SCEC Annual Meeting Contribution # 7043
- 2015| **Castillo, C.M**., Klemperer, S.L., Legg, M.R., Powell II, C.L., Ingle, J.C., Francis, R.D., Tsunamogenic Landslides and Marine Paleoseismology: Applications of the Submerged Marine Terrace Record, Santa Catalina Island, Southern California Borderland. AGU Fall Meeting, oral presentation # NH21-E02.
- 2015 | Hilley, G.E., Aron, F., Baden, C.W., **Castillo, C.M.,** Johnstone, S.A., Nevitt, J.M., McHargue, T., Paull, C.K, Sare, R.M., Shumaker, L., Young, H. Oceanic Transform Fault-Zone Geomorphology in the Gulf of California from High-Resolution Bathymetric Data. AGU Fall Meeting Oral Presentation 2015 #T42A-08
- 2015 | Legg M.R., Kohler, M.D. Weeraratne, D.S., **Castillo, C.M.,** Potential for Large Transpressional Earthquakes along the Santa Cruz-Catalina Ridge, California Continental Borderland AGU Fall Meeting poster presentation #T23C-2959
- 2015 | De Masi, C.L., **Castillo, C.M.,** Deino, A.L., Scott, G.R., Klemperer, S.L., Knott, J. Climate and Orogenic Evolution of the Sierra Nevada and Westernmost Basin and Range as Recorded in the Pliocene-Pleistocene Waucobi Lake Beds. AGU Fall Meeting Poster # T33A-2933
- 2015 | Williams, E.F., **Castillo, C.M.,** Klemperer, S.L., Maher, K.L., Francis, R.D., Legg, M.R. Preliminary results of marine paleo-seismology from MCS, CHIRP, and coring off Catalina Island. SCEC Annual Meeting #6095
- 2015 | **Castillo, C.M.,** Francis, R.D., Klemperer, S.L., Legg, M.R., Quaternary Subsidence and Active Tectonics, Insights from the Submerged Marine Terraces Surrounding Santa Catalina Island. SSA Oral Presentation.
- 2013 | **Castillo, C.M.,** Francis, R.D., Klemperer, S.L., Legg, M.R., Miocene to Quaternary vertical motion of the Channel Islands; signatures of transform tectonics, GSA Annual Meeting Poster Presentation
- 2012 | **Castillo, C.M.,** Francis, R.D., Legg, M.R. Constraints on late Quaternary subsidence of Santa Catalina Island from submerged paleoshorelines. Poster presentation, AGU Fall meeting. # T33B-2662
- 2010 | Francis, R.D., Legg, M.R., Schafer, L.R., **Castillo, C.M.** Miocene to Recent tectonic evolution of Santa Catalina Island and San Pedro Basin: Evidence from high-resolution seismic reflection images. Poster presentation, AGU Fall meeting 2010
- 2010 | Francis, R.D., Legg, M.R., Schafer, L.R., **Castillo, C.M.** Miocene to Recent tectonic evolution of San Pedro Basin and Santa Catalina Island; evidence from high-resolution seismic reflection images (in Joint meeting of the 106th annual meeting of the Cordilleran Section, Geological Society of America and 85th annual meeting of the Pacific Section, American Association Petroleum Geologists) 42(4):56 (2010)

Spill Prevention and Response Plan

Oil Spill Contingency Plan

The following are general requirements for any hazardous substances stored or used aboard our survey vessels. Prior to the start of all survey efforts, a potential spill management review will be undertaken by each Vessel Captain or Project Manager. All hydrocarbon spills within the U.S. marine waters will be reported immediately.

Introduction

The accidental discharge of hydrocarbons (fuel, lubricants, hydraulic fluid, etc.) into the environment can cause significant environmental damage. CLE Engineering minimizes the chances of such releases to the extent possible.

Spill Contingency Plan

Routine vessel inspections are conducted by the CLE support staff (which includes the Vessel Captain) in order to look for signs of potential failures that would results in the spill of hydrocarbons.

CLE employees employ numerous steps during each survey project to keep the risk of operational spills to a minimum. Before the launch of the survey vessel, crew members will have read the Contingency Plan. The following hydrocarbon products might be involved during a survey effort:

1) Fuel
2) Lube Oil
3) Hydraulic Oil
4) Waste Oil

<u>Preventative Measures</u>

- All survey vessels are fueled while the vessel is on a trailer and out of the water.
- Maintain good housekeeping practices at all times.
- Monthly inspections of fuel and hydraulic oil conveyances.
- All personnel who may respond to any spill, need to be trained on the contents and procedures in this plan. Trained personnel will add their names and dates of training to the Training Log.
- Ensure all hydrocarbons are properly labeled.
- Store, dispense, and/or use hazardous substances in a way that prevents releases.
- Spill response equipment is stored on the vessel's deck in a well-marked, easily accessible weather-tight container.

<u>Measures Taken if a Spill Occurs</u>

- The survey vessel and tow vehicle is equipped with a quick-response oil spill kit (*Type 156 Sorbent Pads*).
- The spill kit is placed within reach during fueling activities.

- In the event of a fuel spill, it will be immediately removed, reported and bagged for disposal at an appropriate hazardous waste facility.
- The same protocols will be used in the event of an oil spill.
- All spills will be reported to the Project Manager immediately, and the following protocols will be implemented:

In the event of a large spill while the vessel is on the trailer (refueling will **not** take place while the vessel is deployed), a properly trained employee should:

1) Assess the area for any immediate dangers to health or safety, If any dangers are present, move away from the area, **call 911**.
2) Notify the Project Manager and then continue your spill response.
3) Retrieve the spill kit from the closest location.
4) Assess the size of the leak and any asses immediate threat in the area. If there is an immediate threat and there are no safety concerns, then attempt to block the spill from getting larger.
5) If the spill can be contained with absorbent booms, deploy them around the spill. Use the booms to direct the spill away from any immediate hazards.
6) Once the spill has been contained and any immediate threat to storm drains or permeable surfaces has been minimized, contact the spill cleanup contractor and dispatch them to clean up the spill or commence spill cleanup procedures.
7) CLE performs surveys throughout the California coast and all inland waters, as a result, the names and phone numbers of nearby emergency medical facilities will be researched and posted on the aft deck of the survey vessel:

A) UC Davis Oiled Wildlife Program Reporting: 1 877 823 6926
B) U.S. Coast Guard National Response Center: 1 800 424 8802
C) West Coast Spill Hotline: 1 800 OILS 911
D) Ca. Dept. of Fish and Wildlife: 888 DFG CALTip
E) California Department of Emergency Services: 800 852 7550

CLE Engineering

Equipment Inspection Form

(use this form prior to an upcoming survey to ensure proper functioning)

Equipment Name/Description(s): Reson Seabat T50 multibeam echosounder

Make/Model Number(s): Reson Seabat T50-R

Internal ID Number(s): EM7218

Inspection	Notes	Date	Initials
Fairing: visually inspect housing of fairing for signs of wear and tear, electrolysis, etc. Repair or replace as needed. Are all bolts present?	No damage to note.	7/10/18	JK
Receiver cable: visually inspect entire length of cable for cuts or extreme bends. Check terminal ends for damage.	No damage to note.	7/10/18	JK
Transmitter cable: visually inspect entire length of cable for cuts or extreme bends. Check terminal ends for damage.	No damage to note.	7/10/18	JK
Processor unit: check power supply output voltages.	No issues.	7/10/18	JK
Processor unit: visually inspect unit for signs of damage. Check all ports to ensure no corrosion. Report any excessive wear and tear.	No issues.	7/10/18	JK
Processor unit: check all RS232 connections	No issues.	7/10/18	JK
Processor unit: check all LAN connections	No issues.	7/10/18	JK
Processor unit: check all USB connections	No issues.	7/10/18	JK
Sound velocity probe: ensure probe at sonar head is functioning. No readings in air – use small water bucket.	No issues.	7/10/18	JK
Rub test: ensure multibeam receiver is functional	Rub test satisfactory.	7/10/18	JK

Inspector: James Kulpa

Signature: 

Esposito, Christopher J

To: d11lnm@uscg.mil
Subject: Notice to Mariners - Upcoming Survey Work in Santa Monica Bay
Attachments: NOTICE TO MARINERS - CLE Engineering - Santa Monica Bay.pdf

All Concerned,

Please see the attached Notice to Mariners, including the map of the area of interest.

CLE Engineering, Inc. will conduct a Multi Beam Echo Sounder Survey for the region offshore of Pacific Palisades, California, in Santa Monica Bay.
The survey area is within NOAA Raster Chart 18744.

Approximate area co-ordinates of the survey are:

34deg 00min 30sec N, 118deg 34min 40sec W
34deg 00min 15sec N, 118deg 34min 10sec W
34deg 02min 15sec N, 118deg 33min 40sec W
34deg 02min 10sec N, 118deg 33min 10sec W

1. Expected Dates of Operation	July 17 to July 20, 2018
2. Hours of Operation	Sunrise to Sunset
3. Vessel Name	Orion
4. Vessel Official Number	CF 2250 TT
5. Vessel Captain's Name	Kyle Berger
6. Radio Channel(s) to be Monitored during Operations	VHF 16
7. Vessel Navigation System	Differential GPS

Call Collect to:
CLE Engineering
Survey Manager: James Kulpa
10 Commercial Boulevard, Suite 100
Novato, CA 94949
Tel: (415) 884-8011

If you have any questions or concerns, please let me know.

Best regards,

Chris Esposito
Foth-CLE Engineering Group
2731 B Street
San Diego, CA 92102
Phone: (858) 212-8121
www.foth.com www.cleengineering.com

NOTICE TO MARINERS SUBMISSION

Date: July 10, 2018

Area: Offshore of Pacific Palisades, CA (Santa Monica Bay)

CLE Engineering, Inc. will conduct a Multi Beam Echo Sounder Survey for the region offshore of Pacific Palisades, California, in Santa Monica Basin.

The survey area is within NOAA Raster Chart 18744.

Approximate area co-ordinates of the survey are:

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34deg 00min 15sec N, 118deg 34min 10sec W

34deg 02min 15sec N, 118deg 33min 40sec W

34deg 02min 10sec N, 118deg 33min 10sec W

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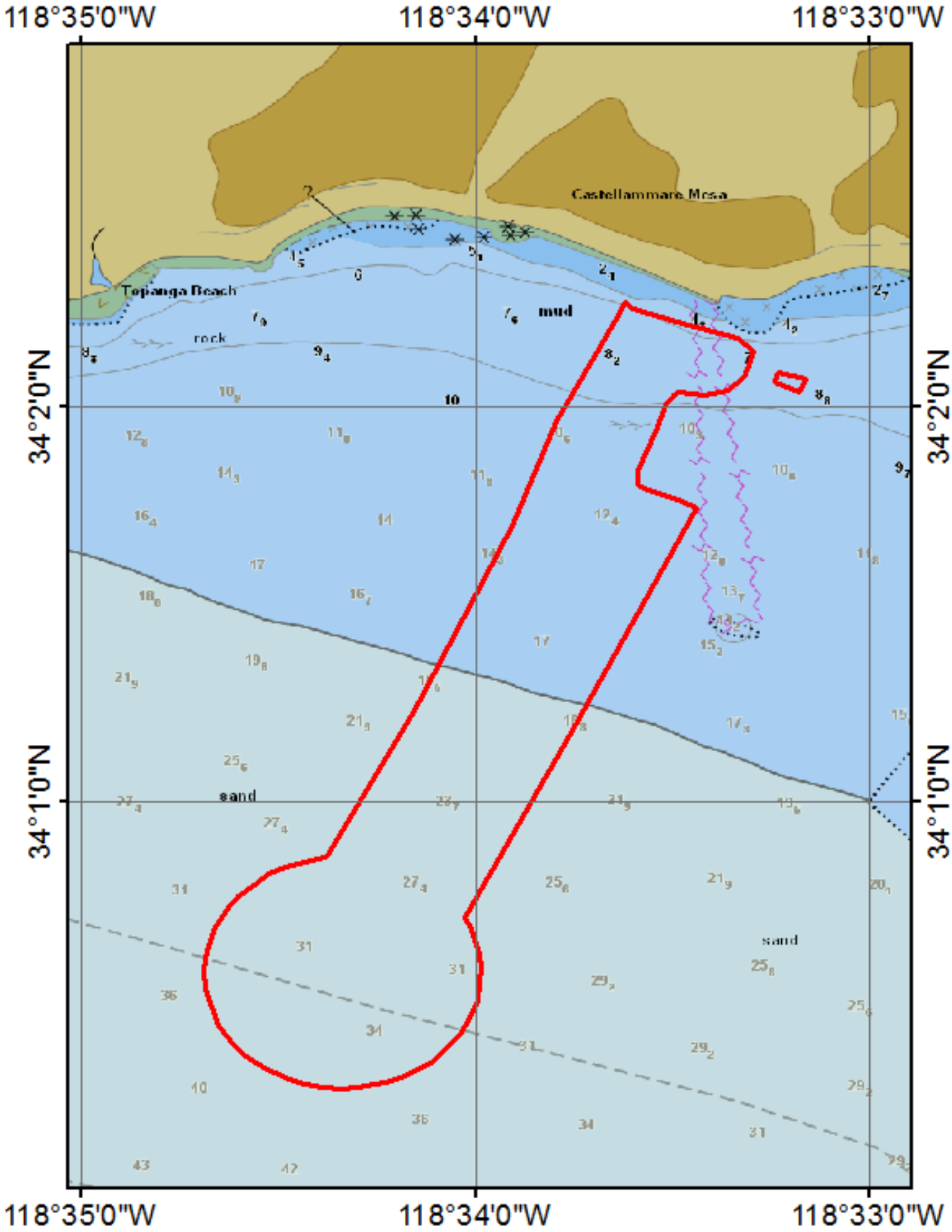
5. Vessel Captain's Name	Kyle Berger
6. Radio Channel(s) to be Monitored during Operations	VHF 16
7. Vessel Navigation System	Differential GPS

Call Collect to:

CLE Engineering
Survey Manager: James Kulpa
10 Commercial Boulevard, Suite 100
Novato, CA 94949
Tel: (415) 884-8011

Distribution:

Coast Guard District 11: d11lnm@uscg.mil


118°35'0"W
118°34'0"W
118°33'0"W
34°2'0"N
34°1'0"N
Castellammare Mesa
Topanga Beach
rock
mud
sand
sand

Local Notice to Mariners was sent on July 10, 2018 to the 11th Coast Guard District (d11Inm@uscg.mil). This notification was also provided to the following people/companies on July 10, 2018.

Organization	**Contact**	**Email**
LA County Sheriff's Department	Harbor Master; Sgt. Carlson	marinadelrey@lasd.org
King Harbor Marina	Rick Rivera	ricky@kingharbor.com
Scuba Haus Dive Shop	Rocky	rocky@scubahaus.com
Ocean Adventures Dive Company		dive@scubadivela.com
Eco Dive Center		scuba@ecodivecenter.com
Malibu Divers		info@malibudivers.com

A copy of the email is provided on the following page.

Three days prior to the survey, National Oceanic and Atmospheric Administration (NOAA) Fisheries Long Beach office staff and local private whale-watching operations will be contacted to inquire about the recently-observed composition and relative abundance of marine wildlife in the survey area. That information will be conveyed to the vessel crew and survey team prior to departure for the survey area.

Esposito, Christopher J

To: marinadelrey@lasd.org; ricky@kingharbor.com; rocky@scubahaus.com; dive@scubadivela.com; scuba@ecodivecenter.com; info@malibudivers.com
Subject: Notification of Upcoming Geophysical Survey
Attachments: NOTICE TO MARINERS - CLE Engineering - Santa Monica Bay.pdf

All concerned,

Please be advised that CLE Engineering will be conducting a multibeam sonar survey in the region offshore of Pacific Palisades, California, in Santa Monica Bay.

The survey area is within NOAA Raster Chart 18744.

Approximate area co-ordinates of the survey are:

34deg 00min 30sec N, 118deg 34min 40sec W
34deg 00min 15sec N, 118deg 34min 10sec W
34deg 02min 15sec N, 118deg 33min 40sec W
34deg 02min 10sec N, 118deg 33min 10sec W

1. Expected Dates of Operation	July 17 to July 20, 2018
2. Hours of Operation	Sunrise to Sunset
3. Vessel Name	Orion
4. Vessel Official Number	CF 2250 TT
5. Vessel Captain's Name	Kyle Berger
6. Radio Channel(s) to be Monitored during Operations	VHF 16
7. Vessel Navigation System	Differential GPS

The survey vessel, R/V Orion, is approximately 28 feet in length. The sonar will be hard-mounted to the vessel. The multibeam sonar frequency will be 400 kHz, with a source level of 200dB. The estimated distance from the sonar to 190dB is 16 meters. The estimated distance from the sonar to 180dB is 33 meters. The estimated distance from the sonar to 160dB is 75 meters.

A notice to mariners has been submitted. It is attached for your review.

Best regards,

Chris Esposito
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